













## TRANSPORTATION.

### Hawkins' Omnibus Line

**LEAVES MIDDLE-**  
town every morning (Sundays except-  
ed) at 7 o'clock and arrives at Louisville at 9 o'clock.  
Leaves Louisville at 10 o'clock and arrives at Middle-  
town at 12 o'clock P. M.  
Passengers will be called for who leave their names at  
White's Express office, at the corner of Third street, post office,  
or at Kirk's stable, on Fifth street, near Main.  
Fare from Louisville to the Fair Grounds 10 cents; to  
Glanton's 15 cents; to Middletown 25 cents.  
For greater speed, and safety are what we  
offer particularly, and the public may be assured that  
the line will be permanent.

**J. R. & W. T. HAWKINS.**  
We will also take charge of and deliver small  
packages at the end of and anywhere along the line, at  
accommodating terms.

**FOR WASHINGTON CITY,**  
**Baltimore, Philadelphia,**  
**NEW YORK, & C.**  
Most direct through Line for the East.  
**BALTIMORE & OHIO**

**THIS GREAT WORK OF INTER-**  
national improvement (373 miles from Wheeling to Baltimore, and 400 to Washington), was opened to the public on the 1st of May, 1908. It has been carefully tested and approved, both as a freight and passenger route. This road is located in a romantic country, is solidly constructed, fully equipped, and carefully maintained, and will give you the most enjoyable as well as a safe line for travelers. The late completion of the Central Ohio Road, from Columbus to the Ohio river, now makes this the most direct and rapid route to the river, offering, as it does, the most thorough Railroad connection with the entire West.

Washington from the West. At Baltimore the road makes a direct connection with the Railroad to Philadelphia.

Passengers going East from Louisville, may proceed by steamboat to Cincinnati, and there take the Railroad to Philadelphia, or they may leave Louisville by the Jeffersonville Railroad direct.

The Mail Steamers leave Louisville daily for Cincinnati, and from Cincinnati they connect with the Railroad of the Little Miami Railroad at A. M. (or P. M.) for Columbus, connecting there with Central Ohio Railroad, and from Columbus they connect with the Railroad on which the opposite Benwood station, 4 miles below Wheeling.

At this place the connection with the B. and O. Railroad is made.

By express train of this route, the time from Cincinnati to Washington is less than 24 hours.

**THROUGH TICKETS** are sold as follows: By mail from Louisville to Washington, \$12; to New York, \$18; to Philadelphia, \$18; and to New

**BE** sure to ask for tickets by the Baltimore and Ohio Railroad route.

**SE** If you are going to New York, you may also be had at the office of the Jeffersonville Railroad for the Baltimore and Ohio Railroad route, by way of the Jeffersonville, Ohio, and Cincinnati Railroad. The following rates are in effect for the following routes: From Louisville to Washington, \$15.50; to Baltimore, \$17.50; to Philadelphia, \$18.50; to New York, \$20.50.

**AT WHEELING** or Benwood the passenger takes the superior cars of the B. and O. Railroad, which leave daily at 8 a. m., and at 3 p. m., for Baltimore, Washington, Philadelphia and New York. The trip takes there in 10 or 12 hours, including stoppages. For speed, safety, regularity, beauty of the country, and general comfort, there is no other route.

**FRIGHTS**—With the largest equipment of any Railroad in the United States, the company is prepared to

which are carried with care and dispatch, and at rates as low as those of any other first class line. The road makes immediate connection at the wharves and in the streets of Baltimore with the Railroad to Philadelphia and New York, steamers of Anconson and Baltimore to New York, and to New York and Boston, steamers to Norfolk, Charleston, Savannah, &c.

For particulars see freight rates, copies of which may be had of any of the Forwarding Houses in the West.

JOHN B. DONE,  
Genl. Master of Transportation, Baltimore.

**SHORTEST ROUTE TO BALTIMORE**  
**And Quickest Route to Philadelphia.**  
**1855. Summer Arrangement. 1855.**

which are carried with care and dispatch, and at rates as low as those of any other first class line. The road makes immediate connection at the wharves and in the streets of Baltimore with the Railroad to Philadelphia and New York, steamers of Anconson and Baltimore to New York, and to New York and Boston, steamers to Norfolk, Charleston, Savannah, &c.

For particulars see freight rates, copies of which may be had of any of the Forwarding Houses in the West.

JOHN B. DONE,  
Genl. Master of Transportation, Baltimore.

**SHORTEST ROUTE TO BALTIMORE**  
**And Quickest Route to Philadelphia.**  
**1855. Summer Arrangement. 1855.**

To Zanesville, Wheeling, Baltimore, Washington City, Philadelphia, & N. Y.  
ALSO TO  
RICHMOND, PETERSBURG, NORFOLK, AND  
WILMINGTON,  
BY BALTIMORE AND OHIO,  
CENTRAL OHIO, AND LITTLE MIAMI RAILROADS,  
VIA  
Columbus and Wheeling.  
THREE DAILY TRAINS LEAVE  
Cincinnati at 6 A. M., 10:20 A. M., and 5 P. M.  
TO ZANESVILLE IN 5 1/2 HOURS,  
TO WHEELING IN 6 HOURS.

**TO PHILADELPHIA IN 2 1/2 HOURS;  
TO WASHINGTON IN 2 HOURS.**

Collecting at Baltimore, with Train Philadelphia, Wilmington and Boston, for Philadelphia. Connecting with Train New Jersey railroad, for New Brunswick or Amboy.

Time between Cincinnati and Baltimore; 2 1/2 hours in advance of any other route.

Time between Cincinnati and Philadelphia; 2 1/2 hours in advance of any other route.

This is the only route which can make the 2 1/2 hours between Cincinnati and Philadelphia. Tickets can be procured between Cincinnati and New York City, arriving 5 hours in advance of any other route.

**LEAVE CINCINNATI BY LITTLE MIAMI RAILROAD.**

Leave Cincinnati at 12:00 Express—Little Miami road, leaving Cincinnati at 12:00, arriving Zanesville at 12:00, arriving at 12:00, arriving at 12:00.

Connecting at Washington with Train for Philadelphia and Ohio railroad, and arriving at Baltimore at 11:40 p.m.  
 M. Arriving at Washington City at 11 o'clock A. M.  
 Connecting at Washington with Train for Baltimore and New York, direct.  
 Connecting at Washington for Frederickburg, Pennsylvania.  
 20 Train—Express—Little Miami railroad, leaves Cincinnati at 10:20 o'clock A. M., arrives at Zanesville at 8:55 o'clock A. M., leaves Zanesville at 9 P. M., and arrives at Wheeling at 10 P. M.  
 Connecting at Wheeling with Train Baltimore and Ohio railroad, for Baltimore and Washington.  
 Connecting at Washington with Train for Philadelphia and New York, direct.  
 Connecting at Washington for Frederickburg, Pennsylvania.  
 20 Train—Night Express—Little Miami railroad, leaves Cincinnati at 8 o'clock P. M. Arrives at Zanesville at 11:15 P. M., leaves Zanesville at 12:15 P. M., and arrives at Wheeling at 1 P. M.

Connecting at Wheeling with Morning Train Baltimore and Annapolis Railroad, for Cumberland, where passengers board and disembark by Morning Train for the West.

Connecting with train at Baltimore, for Philadelphia and New York direct.

Connecting at Washington for Fredericksburg, Petersburg, Richmond, &c.

Freight checked from Cincinnati to Wheeling, and from thence to Washington City, &c.

Freight checked from Cincinnati to Baltimore, and from thence to Washington City, &c.

Through tickets for Washington City can only be procured by this route, and this is the only route by which freight can be procured via Baltimore to Philadelphia and New York.

Through tickets to Winchester, Richmond, Fredericksburg, Alexandria, Norfolk, Weldon, and Wilmington, can only be procured by this route.

and the only route by which passengers can go through without a detour to Charleston, Savannah, Macon, Atlanta, Augusta, and all points South.

**FOR THROUGH TICKETS,**

and all information at Cincinnati, please apply at the Little Miami Offices, P. W. Strader, General Agent, No. 2 Burnet House, first door west of Viner No. 177 Gibson House, front office at southeast corner Broadway and Front, directly opposite Spencer House, and at the Little Miami Depot.

**ISAAC H. SOUTHWICK,**  
Superintendent Central Ohio Railroad.

**C. W. S. BROWN,**  
Agent C. O. R., Cincinnati. jy14 d45

**NEW ALABAMA & SALEM RAILROAD.**

CHANGE OF STARTING TIME.  
ON AND AFTER MONDAY, OCT.  
8th, Trains will leave New Albany as follows:  
Express Train leaves at 3:30 A. M., running directly  
through to Chicago, without change of cars or baggage.  
Accommodation Train (freight cars and passengers) leaves  
at 6 A. M.  
Express Through Express from Chicago, leave  
Michigan City at 8:00 A. M.  
Accommodation, South, leaves Bloomington at 5  
A. M.  
The 12 o'clock M. Express Train will for the pre  
sent be discontinued [see] JAS. BLOOMER, Presi.  
**Fare Reduced.**

**ONLY \$7**  
**FROM LOUISVILLE TO CHICAGO**  
BY THE  
**New Albany and Salem Railroad.**  
The only direct Route, and the only  
Route which Through  
Tickets can be had.  
**TWO DAILY EXPRESS TRAINS**  
through to Chicago without change of cars or baggage.  
Express Train leaves New Albany at 3:30 o'clock A. M.  
Communication Train (freight and passengers) leaves  
at 6 o'clock A. M.  
Both Trains connect at Chicago with all morning and

Michigan City with the Traverse and Northwest. Also, at  
railroad for Detroit, Buffalo, Niagara Falls, Albany,  
New York, Boston, &c. This is by far the most pleasant  
and scenic route, and is the shortest, and the most direct  
through the most flourishing and the largest towns and  
cities in Indiana, such as New Albany, Salem, Orleans,  
Ellettsville, Greensburg, &c. It is the shortest route to  
Lafayette, and Michigan City, on Lake Michigan; the  
Lafayette Battle Ground, a spot hallowed in the heart of  
the American citizen, also seen by those passing  
over this route.

From Michigan City the route passes through the  
beautiful and fertile country of Indiana, to Michigan De-  
troit. Thence crossing the Detroit river, to Michigan De-  
troit, through the most interesting portions of Upper Canada,  
to the beautiful city of Toronto, and thence to Hamilton,  
Hamilton, &c. in view of Lake Ontario, London, Paris,  
Niagara Falls, and the Niagara Suspension Bridge, a work more stupendous,  
and more wonderful than any other in the world, and  
their similar work of art in the world.

For the North and Northwest this is the only route requiring no change of cars or baggage between the cities. The road has been put in good shape, and is now as good as new. It is the shortest, having the longest continuous straight line of any of the United States.

By this route the rare connections are made, as the railroad ran directly through to Chicago.

Tickets at reduced rates to Michigan City, Chicago, Indianapolis, St. Paul, St. Louis, St. Paul, Milwaukee, Keokuk, also to Detroit, Buffalo, Niagara Falls, Albany, New York, Boston, etc., for sale at the office of the Chicago and North Western Railroad Company, 552 Main street, north side, Chicago, Ill., and Louisville, where all information can be had.

For the following rates, see prices, etc.

Passengers wishing to travel by their names at the above named office, will be called for by Omnibuses and de-

C. KNOWLTON, Sup't.

---

**To Brewers**  
**BREWERS, DISTILLERS, AND**  
Others using Hops are informed that I have now  
on hand 15,000 pounds for sale at the lowest cash price.  
They are from Otsego county, New York, and known  
as the most superior Hops in the United States.  
Walt, Cream Beer, Ale, and Porter for sale at all times,  
and  
**JOS. MATCALFE,**